

MELLIN'S
FOR INFANTS AND INVALIDS.
FOOD

B. LAMKIN & CO'S
GREAT CLOSING OUT SALE!
OF BOOTS AND SHOES!

We are Going Out of the Shoe Business.

We have the best stock in BULK OR BY THE PAIR, at a price that will close business. OUR LOW PRICES, so low that the best goods have ATTRACTED THE PEOPLE, and last week's sales were very large. Persons who secure any of the bargains in BOOTS AND SHOES should attend this sale while the assortment is in best condition.

NOT CE.

We have five hundred of pairs we are glad to dispose of at 50 cents on the dollar, we wish to be understood that we offer extra fine lines, such as BALDWIN & LAMKIN'S makes, we, and several fine lines in GENTLEMEN'S SHOES that we WILL NOT sell LESS THAN COST. We are prepared, however, to sell our CHOICEST STYLES for a few weeks at the LOWEST PRICE.

We offer our Lease, Stock and Fixtures at a Great Bargain to Close Business.

B. LAMKIN & CO.
20 MAIN STREET.

A Good All Wool Suit
For \$6.50, worth \$12.00, sizes 34 by 44.

Having bought an even 100 Suits of one of the largest Clothing Manufacturers of Boston recently failed, will sell to-day

A: \$6.50.

A strictly all wool 3-Button Outwear Suit in Light Homburg.

During my long experience in the Clothing Business I have never sold as good a Suit as this for \$2.00.

Respectfully Yours

MEYER M. LEVY, Proprietor,
Bargor Clothing Store,
3 KENDUSKEAG BLOCK,

UNDER PUBLIC LIBRARY.

SOMETHING NEW:
SUETINE "BIBBY"

IS WHAT EVERY LADY IS LOOKING AFTER!

We have them this time in something entirely new.

Ladies' Hand-Sewed Walking Shoes, Cloth Top, made from Fancy Vesting Cloths in Several Styles.

—ALSO—

A Full Line of Fine Dongola Southern Ties.

Cell and Exchange Them.

CHAS. J. JONES,
23 Main Street.

The "Billion Congress"
has been well advertised. It was

3rd TELEGRAPH.

(FOR LATEST DISPATCHES SEE THIRD PAGE.)

THE BEHRING SEA QUESTION.

President's Proclamation Announces Conclusion of Agreement.

WASHINGTON, June 15. The President today issued a proclamation announcing the conclusion of an agreement between the United States and the British Government regarding the Behring Sea dispute. Orders are now in preparation for the immediate dispatch of two naval vessels from San Francisco, Alaska, where they will assist the three revenue cutters in the task of the drying of poaching sealing vessels.

MARION MURDER CASE.

Fletcher Was Evidently Not Murdered. NEW BEDFORD, Mass., June 15. There is little new to-day in the harbor murder case. No marks of violence were found on Fletcher's body. While nothing can be learned from the medical examination it can be definitely stated that George A. Fletcher came to his death by drowning.

WILL SOON END.

CHICAGO, June 15. A special from Ottumwa, Iowa, says it is probable that the strike of Iowa miners for an eight hour day will soon be at an end.

PRINCE OF WALES.

Has One Very Devoted Friend. LONDON, June 15. The Daily News continues to defend the Prince of Wales. It says the suggestion that the Prince should have played a part in the case of the Duke of Clarence is a "hoax" and that the Prince is a "very devoted friend" of the Duke.

WENT BACK TO JAIL.

Case of a Murderer Continued. DORSET, N. H., June 15. The case of the Jordan for assault with intent to kill his brother was continued this morning on account of the absence of the defense. The defendant was taken back to jail. The case is expected to be resumed on Friday.

GRUEL TORTURES.

Endured upon German Prisoners by Native Britons. June 15. Advice from the Punitive expedition sent into the interior of Cameroons says that the natives tortured their German prisoners by forcing them to eat gruel made of their own excrement.

PRINCE BISMARCK.

Quarantined at His Bed Three Days. BERLIN, June 15. The illness from which Prince Bismarck is suffering is the result of a cold. He has been confined to his bed for three days.

NEW MEN.

Put in Sticker's Place at Lawrence. LAWRENCE, Mass., June 15. New men were put to work in place of the strikers on the electric street railway this morning. The strikers are still fearful and have been sent to Andover to live. The strikers created some disturbance with the new men on Essex street and one of them was arrested.

CITY OF RICHMOND.

Reaches Liverpool in Safety. LIVERPOOL, June 15. The steamer City of Richmond, from New York, which arrived at Queenstown Sunday morning and reported that a fire broke out in her hold June 8th during a heavy gale, reached this port today. All her passengers are enjoying good health.

RAILWAY TELEGRAPHERS.

The 8th Annual Convention. ST. LOUIS, Mo., June 15. About 300 members of the Order of Railway Telegraphers are in the city to attend the 8th annual convention of that organization, which met to-day.

IN FINANCIAL STRAITS.

The Old Ingham University in Distress. NEW YORK, June 15. A special from Rochester, N. Y., says that the Ingham University is in financial straits. The university is heavily in debt and unless money is raised in some way by the end of the present week mortgages covering the buildings, equipments and everything will be foreclosed.

"FETTERED" MEN.

The Canadian Soldiers to Pennsylvania. NEWBURN, N. S., June 15. A K. K. Klansman, the comedian, died at Carleton this morning of pneumonia.

HIGH BANDAIDS.

An Outrage Reported from Odessa. LONDON, June 15. Despatches from Odessa say that many Baptists and other sects have been banished from the Caucasus and deprived of their children. The latter are to be educated in the Orthodox faith.

YACHT BUNK.

Two Men Drowned in the Hudson River. NEW YORK, June 15. Early this morning the tug boat F. W. Devos ran into and sank the yacht Emma in the Hudson river off Frankfort street.

VALUABLE PROPERTY.

A Mine on the Hudson River. NEW YORK, June 15. A special from Butte, Mont., reports that the Anconda mine has been sold to a foreign syndicate. The price paid was in the range between \$20,000,000 and \$25,000,000.

MEDICAL MEN.

In Session at Concord, N. H. CONCORD, N. H., June 15. The annual and continental meeting of the New Hampshire Medical Society began this forenoon and continues through Wednesday.

BOAT CAPTURED.

Two Persons Drowned when Assistance Denied. NEW YORK, June 15. A small boat was captured by the cutter of the U. S. Fish Commission off Cape Cod.

RAILROAD HORROR GROWING.

More Victims of the Accident in Switzerland Discovered.

Death List Placed at 120, with Hundreds More or Less Injured.

BERNE, June 15. Reports from the scene of the railroad accident, which occurred yesterday at a village near Basel, state that the number of persons who lost their lives is now placed at 120, with hundreds more or less injured. The victims are mostly leading citizens of Basel and neighboring towns. The bridge which collapsed and caused the accident had only recently been built and had recently been strengthened after sustaining damage by the rising of the river.

FIERCE FIRES.

New Brunswick Territory Being Badly Devastated.

ST. JOHN, N. B., June 15. The forest fires are sweeping everything before them at the head of Gaspeaux Lake, Big Falls, Little Falls and Salmon River, Quebec county.

THE MAXIM GUN.

At the Inventor on Exhibition at Windsor, June 15. At the old Wayside Home Saturday afternoon a large party of townspeople and people of surrounding towns gathered to witness the great Maxim machine gun. The village hall was packed to the evening to listen to William S. Maxim, the famous inventor, who gave an interesting history of his life. Mr. Maxim has struggled up from a poor boy to be a man of fortune.

FRIENDS' MEETING.

Various Business Matters Considered. PORTLAND, June 15. At the morning session of the Friends' yearly meeting, the various queries relating to proposed answers were put and once a year.

ATTACKED BY NELSON.

The East Station Hits a Belfast Man. BELFAST, June 15. Walter B. Washburn, of Belfast, one of the visiting knights Templar at Waterville, was violently attacked by a station Nelson Friday night and taken to the right arm mortification is feared.

WOMAN WAS SLIGHTLY DEMENTED.

Victim of an Accident Identified. BOSTON, June 15. The young woman who was run over by a Boston and Maine freight train between Saco and Scarborough Saturday afternoon was Miss Jennie Rice, of Boston, who was boarding at a farm house at Milliken's Mills. She was slightly demented and was probably in a fit when struck by the train. No inquest was held.

DROWNING ACCIDENT.

A Victim of the Ocean. WATERTOWN, June 15. Charles Rideout, about 25 years old, was drowned in Messaloukee stream Sunday afternoon while bathing. The body was recovered.

DRY COLD AIR.

Jewett's Patent Refrigerators ARE SUPERIOR TO ALL OTHERS.

"LABRADOR."

Points in this New Refrigerator.

Nothing contributes more towards a sound digestion than the use of the genuine Angostura Bitters, of Dr. J. G. B. Siegert & Sons. Ask your druggist.

FOR SALE BY—

WOOD, DUBOIS & CO.,

BANGOR.

JUNIOR SOLENE.

TRADE MARK REGISTERED.

LOS. JENNESS & SON,

BANGOR.

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BREWER LOCALS.

At the Prescott wharf schooner Pearl and Addie J. are loading with wood.

It is expected that the Delage and Eagle hose teams will have a contest on Wednesday evening.

Messrs. Young & Boden are having their store repainted, which will be a great addition to its appearance.

Mr. A. P. Sargent's new house on Main street in South Brewer is nearly all raised and partially closed in.

Schooner A. Richardson is discharging a cargo of 215 tons of coal at Stickney's coal wharf below the old bridge.

D. Sargent's saw mills at South Brewer have commenced running, thus giving employment to a large number of men.

Work on Mr. Levi Fowler's new stable in South Brewer is progressing rapidly. It is all closed in and shingled and the other work will be along.

Mr. Freeman Walker, who had the bad attack of nose bleed at the D. H. Co. mill a few days ago, is reported as being very low with typhoid fever.

At the Arctic ice house the large Monarch has just finished loading with ice for Philadelphia, taking 200 tons.

The small boy is beginning to make preparations for the "glorious Fourth," and already one has been heard to ask another if he was going to stay up all night the night before the Fourth.

The tickets for the graduating exercises of the High School are out, and those for the members of the Alumni Association have been given to its president, Mr. Charles F. Kennedy, who is attending to the business of distributing them.

Mr. W. E. Pierce is making improvements about his residence on State street. The bank on the back side of the house has been cut down and terraced and the work is all done with the exception of the appearance of his grounds a great deal.

At the depot a number of signs for crossings are being put up along the Bar Harbor line, in place of some old ones that have been removed.

A poor woman giving her name as Mary Blake, aged ninety years, passed through Gardiner, Thursday on her way to Belfast. She is a widow and has no family.

A lady in Waterville has a room fitted with furniture and is ready to receive guests. The room is full of ancient curios brought home from lands across the sea by the many brave capitalists who once made Waterville a magnificent harbor.

One of the leading firms of New England, The Messrs. Bailey, daughters of the late Judge Bailey, have given their personal furniture, and other valuable effects, to the town of Waterville, as a memorial to the many brave men who have died in the service of their country.

An article by Secretary Tracy in the North American Review, on the new war ships, gives an idea of what the future of naval warfare will be. The article is a most interesting one, and is well worth a perusal.

The annual reunion of the 15th Maine Regiment will be held at Bangor, September 15th.

The annual meeting of the directors of the Maine State Railroad held at Bangor, was largely attended by all the delegates of the various railroads in the State.

The road was thoroughly discussed from Sullivan to Calais. The general opinion seemed to be that the road ought to be built from Bangor to Calais, and that the Lewiston branch should be abandoned.

Many of the delegates expressed the opinion that the road leaving Bangor should be built to the south of Gardiner's lake, passing through the towns of Waterville and Edmunds to the coast of Maine.

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MAINE MELANGE.

Many Interesting Clippings in the Pine Tree State.

Continued.

An island is slowly forming in the Presumpscot River, a few rods below the Westbrook company's mill. It has already lifted several boats and is now threatening the mill.

Barrock.

Rev. C. F. W. Hubbard, formerly of Ellsworth, will supply the pulpit of the First Presbyterian Church, Bangor, N. Y., all the first of October, for his brother, who is going to Europe.

Old Mr. Isaac Burgess, of Islesboro, remembers seeing the British warships when they passed by Seal Harbor Bay between Seal and Fox Islands, to capture Castine, and he is only eighty one years old. He must have been a very observing man, to be blessed with a memory of such-like grip.

Sorrento will be one of the gayest of Maine's younger summer resorts this season. The new hotel is engaged in the Hotel Sorrento and even the linen room has been changed into a sleeping room for the accommodation of guests.

Twenty-five rooms have been added to the Hotel Sorrento, and that will be used as an annex to the hotel. An enterprise which has been carried out the past year by the Sorrento owners, is a new and beautiful lake at the foot of Mt. Schoodic and seven miles long and already stocked with salmon fry.

A steam launch, several row boats and sail boats will be placed there. Twenty lakes like this can be seen from the summit of Mt. Schoodic, but only until recently have people known about this romantic spot, and it was all due to the fact that the late Mr. William H. Crockett, of Bangor, had been the making of Sorrento.

The creditors of Henry M. Donnell, the hay merchant of Monmouth, who has been missing for some time, believe he has absconded beyond the limits of the State, and at his residence a warrant of injunction against his estate was issued by the Court of Insolvency, Wednesday, says the Bangor Daily.

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Dyspepsia

Makes the blood of many people indigestible causing distress after a meal, sores in the stomach, sick headache, nervousness, loss of appetite, a faint, dull, aching, tired, irritable, and a host of other troubles.

Distress

After Eating. It is a common complaint, and it is a distressing one. It is a complaint that is often overlooked, and it is a complaint that is often neglected.

Sick

Headache. It is a common complaint, and it is a distressing one. It is a complaint that is often overlooked, and it is a complaint that is often neglected.

Heart

burnt. It is a common complaint, and it is a distressing one. It is a complaint that is often overlooked, and it is a complaint that is often neglected.

Sour

Stomach. It is a common complaint, and it is a distressing one. It is a complaint that is often overlooked, and it is a complaint that is often neglected.

Hood's Sarsaparilla

100 Doses One Dollar. It is a common complaint, and it is a distressing one. It is a complaint that is often overlooked, and it is a complaint that is often neglected.

AH, ALAS, ALACK

One in four is in bad luck, but a long as Kickapoo Indian Sarsaparilla is taken, the trouble will be cured.

It is a common complaint, and it is a distressing one. It is a complaint that is often overlooked, and it is a complaint that is often neglected.

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All business letters should be addressed to Boulell & Burr, and communications intended for publication should be addressed to "Editor of the 6 and Courier."

TUESDAY, JUNE 10, 1891.

The tariff is a tax, says the Commercial. In 1888 steel rails cost \$17.5 a ton, while today the best quality steel rails are quoted at \$23 per ton. When it was proposed to make our own rails the free traders howled about it just as they are now howling about the tin-plate duty, but the results speak for themselves.

The Commercial declares that its paragraph appeared before the Springfield Republican, claiming that the date of the latter was false. If it is true it would credit itself as even meaner than it has credited it with being, and it may well take to itself the rebuke administered to the Republican by the New York Sun.

The weather is decidedly torrid these days, but it cannot hold a candle to the temperature of the average Democrat when he gets started on the blank ballot question. The faithful have practically come to the conclusion that the Mayor made the "mistake" and they now refer in condescension to the man they were so loudly eulogizing a short time since. This is a queer world.

Now Is The Time.

It is the general belief, says Bradstreet's, that Maine is ultimately to be the center of the paper and pulp industry. The State possesses a great natural advantage in this respect; she has abundant water power facilities, and the investments which have been made and are now being made to utilize these advantages are so large that no other State can expect to rival her productive power. The paper trade by the way has not felt the depression which has retarded the movement of other goods. The increasing demand for paper is being supplied in some places more and more by our own mills. The tariff changes are effecting the exclusion of several grades of foreign papers, it is claimed being most used by the domestic mills. The machinery employed in it is manufactured in the State to that used abroad and the cost of production has been lowered so that foreign competition has ceased.

The statement concerning the future possibilities of the paper and pulp industry in Maine affords one of the strong arguments in favor of the new line into Arrows-took. It is a well known fact that Maine pulp is the best made. Experts can pick out Maine pulp from any other produced on account of the superiority of its fibre and general excellence. Arrows-took affords a magnificent field for the development of the pulp industry once the county is supplied with suitable railroad facilities. In these days of so much contention as to which pulp may be introduced are constantly growing so that paper making is now but one of many outlets for the product of the pulp mills. Here then is a splendid opportunity for Eastern Maine to build up a great industry and now is the accepted time.

In another column of The Whitt we give some interesting facts in connection with the proposed road that would at once enable Arrows-took to engage largely in the manufacture of pulp, as well as to develop other resources which would furnish a great volume of business. One fact that has heretofore escaped general public attention is the fact, advantages that can now be obtained in the purchase of the necessary iron and equipment, thus reducing the cost of the road to very low figures as compared with the cost a few years ago. From 1867 to 1872 the average cost of iron rails, which under a most heavy traffic, were not expected to last over seven or ten years, was seventy-eight dollars a ton. Since then the price has fallen to \$17 per ton. Today steel rails that may be expected to last under a heavy traffic from twenty to thirty years can be purchased for thirty dollars a ton, less than half the cost of the inferior iron rails in the years quoted above. A small locomotive cost \$14,000 at the time the E. & A. Railway was built, while a locomotive with all the improvements and equal to drawing twice the load can be purchased today for about half the money. The same reduction in expense is found in the item of cars and in fact everything that goes toward the construction of a first class road. This is the result of the development of our home industries through the fostering care of a protective tariff.

It will thus be seen that everything is favorable for the construction of the new road which will give a big impetus to business in Bangor and the State at large. This fact is recognized by some of our clearest headed business men who are contributing handsomely in aid of the project. Every one should do what he can toward securing this great boom for the future welfare of our good city.

The Public Credit.

To the public managers who are trying to destroy the credit of the Government in the hope of party advantage a few plain words are proper. Among the shrewdest business men and bankers in the world the market price of six per cent. Government bonds having only eight years to run is 1.19. The market price of four per cent. bonds having sixteen years to run is also 1.19. The deliberate judgment of the most capable men is that the Government ought to pay to the public, yearly for sixteen years, a premium of 19 per cent. It is not necessary to figure out with the mathematical exactness of an actuary the rate at which buyers actually invest money at these prices. On the face of things, it is plain that men who can at any moment make long loans on the best possible real estate security at 10 per cent., or even more, and who can buy the bonds of some of the strongest and best corporations at prices yielding 6 per cent. or more, are willing to pay more than one per cent. premium every year for Government bonds yielding only 4 per cent.

The judgment of the whole business world is abundantly at fault or the story of impending bankruptcy for the Treasury is entirely false. Yet newspapers which have a partisan reason for assailing the public credit are so solemnly discussing the ability of the Secretary of the Treasury to pay off about \$54,000,000 of four-and-a-half per cent. bonds which mature in September, and are trying to convince people that the Treasury has no power to get gold, if there should be need, in order to maintain paper, silver and gold on a parity. There could be a sense of shame to prevent such efforts, but it seems there is not.

No long will it be known that the Treasury has ample power and intends to redeem its legal-tender notes in gold, none of them will be presented for redemption. When Secretary Sherman began redemption he had at once only about \$100,000,000 in gold, and the Treasury now has more than \$145,000,000 not represented by certificates outstanding. The notes were then distributed, had been for many years at a

power has never been repealed. The bonds could be sold without difficulty now at a premium of 20 per cent. or more which would not then have sold at par.

In the light of these facts, it is the very climax of absurdity to argue that Government cannot maintain gold redemption notes if it chooses. But when all the business world knows these facts no notes will be presented for payment, and none are so presented. The keeping of a great specie reserve is needed to guard against any emergency, and it was the maxim of the wisest English writer on finance, Mr. Walter Bagehot, that the only use of a reserve was to be freely paid out when any need appeared. In the same way the proper use of any reserve in the Treasury is to protect the public credit by a prompt payment of any obligation of any kind that may fall due and be presented, and with an available balance of \$145,000,000 on hand the Government will not be so stupid as to destroy its own credit by refusing payment of any of the four and a half per cent. bonds that holders may wish to have paid.

All this partisan public-mongering becomes still more foolish, if possible, when it is known that the strongest financial institutions in the country stand ready to take nearly or quite the whole of the \$54,000,000 outstanding bonds, and to extend them at 2 per cent. interest. A Government that has such an offer made to it by men of great resources and shrewdness is a long way from bankruptcy. There is much more danger that bankruptcy will befall the party which stands in need of such devices.

Special Notices.

RISE VIRTUE LODGE.

There will be a special meeting of Rising Virtue Lodge, No. 1, at 8 o'clock, Tuesday evening, June 10, at 10 o'clock.

F. C. EXCURSION.

GOOD WILL FARM.

The ladies of the Hammond Street Church give an Excursion to Good Will Farm, Thursday, June 26th.

Take the morning train at the Maine Central Depot at 7 o'clock, returning on the same train at 12 o'clock.

THE CONNECTICUT Mutual Life Insurance Co.

This Company makes an annual surplus of over \$1,000,000, which is paid to the policyholders in the form of dividends. The company is organized in Connecticut, and its capital is \$1,000,000. It is one of the largest and most successful life insurance companies in the world.

Summer School.

Y. M. C. A. HALL.

Daily, Month of July.

Miss Anna B. Snowe.

LECTURES.

DELLA ROBINSON.

Miss Annie May Smith.

LECTURES.

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Miss Annie May Smith.

LECTURES.

DELLA ROBINSON.

Miss Annie May Smith.

LECTURES.

DELLA ROBINSON.

Miss Annie May Smith.

Entertainments.

TO REDUCE STOCK.

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Railroads and Steamships

Maine Central Railroad



Arrangement of Trains
In Effect MAY 31, 1891
Until further notice trains will run as follows:

GOING EAST.
5.45 A. M. - For Portland, Bangor, St. John and all points East of the Falls and Crowlees, with Passenger Cars and Pullman Buffet Car.
11.36 A. M. - For Oxbow and St. John.
1.30 P. M. - For Oxbow and St. John.

12.35 P. M. (Mixed) For
Waukegan
1.35 P. M. — Fox Ottumwa and
1.35 P. M. — For Appleton and
Waukegan. Arrives Chicago
sheeping car No. 104 at Atlantic
Terminal in Valley.

GOING WEST
1.35 P. M. — Park Express
also, for Chicago, St. Louis,
Hawley, Burlington, Brown
Rockland, Portland and
Portland and Everett
Jefferson, Lancaster, Chicago
and St. Louis.
1.40 P. M. — Mixed for West
Boston.

1.40 P. M. — Flying Yankee
Boston, with through fare car
connecting to Portland, B
ren and no local service. S
1.40 P. M. — Night train
and mixed from Seattle
as Waterville freight.

1.40 P. M. — Night train
on line. Augusta, with train
attached.


— Night train between
between Bangor and
Augusta, with train

Trains leave Bangor
A. M., 2:40 and 7:30 P. M. Arrive
at Portland 3:30 and 8:30 P. M.
Port for Bangor at 5:40 and 8:30
P. M. Arrive in Bangor at 6:40
and 9:30 P. M.

MT. DESERT BRANCH
Trains leave Bangor for
Harbor at 3:30 and 8:30 P. M.
for Mt. Desert Harbor and
L. P. M. Leave Bangor at 4:30
and 9:30 P. M. Arrive at
L. P. M., mixed and P. M.
Trains for Bangor at 5:30
and 10:30 P. M. Arrive at
Bangor at 6:30 and 11:30 P. M.
Leave Bangor at 7:30 and 12:30
P. M. Arrive at L. P. M.
and 1:30 P. M. Arrive at
Bangor at 2:30 and 7:30 P. M.
and 12:30 P. M. Arrive at
Bangor and Seaside.

ARRIVALS.
Through trains from the East
arrive at Bangor at 6:40 and 9:30

[illegible][illegible]

ARTHUR BROWN, S. S. Co.
Boston & Bangor S. S. Co.
 SPRING ARRANGEMENT
 FOUR TRIPS A WEEK TO BANGOR

 Steamers leave for Bangor
 on Wednesdays, Fridays, and
 Saturdays at 11 A. M.
 and return on Thursdays, Saturdays,
 and Sundays at 11 A. M.
 RETURNING
 from Bangor, Mondays, Tuesdays, Thurs-
 days at 5 P. M.
 from Rockland, Tuesdays, Wednesdays
 and Saturdays at 5 A. M., and from
 Bangor from Rockland, Mondays, Wednesdays,
 Thursdays, Saturdays, and Sundays at
 11 A. M.
 J. HENRY T. SANBORN, Agent
 100 N. BOSTON ST., BOSTON, MASS.

[illegible]

S. W. MORGAN, JR., BOSTON, MASS.,
1885. See also *ibid.* 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562

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**CANADIAN
PACIFIC RY.**

of the World
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